

In
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Mr
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dep
and
at
of
aid

when, notwithstanding most unfavorable weather, the attendance was good, numbering about 660 men. The Volunteer Rifles assembled at the Hyde Park Barracks, at 3 o'clock, and marched into the Inner Domain, where they were met by the Volunteer Artillery, under the command of the late Captain Shepherd. The men were inspected by the Colonel Commanding, after which they marched past in quick time. The Rifles were then equalized into four companies, and the Artillery into two, and the force proceeded into the Outer Domain, where they were massed in column facing the east. The brigade advanced a short distance when Companies Nos. 1 and No. 2 of No. 1 Battalion were ordered to the front, and Nos. 3 and 4 forming the support, and No. 2 Battalion the reserve—three guns of the artillery, which opened fire almost immediately having taken up position on the right on the brow of the hill, and the other two on the left. The batteries, being brought almost down to the waters of the bay, and then retired, being reinforced by the supports, who kept up a brisk fire. The line of skirmishers inclined to the left, and the line of the reserve to the right, and the two battalions were thrown out in skirmishing order towards Mr. Macquarie's chair. After a short

THE PASTORAL INTEREST.

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land district doing some slight damage to the crops in that quarter. On the whole, however, we have little to complain of. The harvest of the cereals is good. The nights have been dry, and the climate changes. The nights have been warm, frosty, but the days have been warm, fine, and clear, so that the one has been a corrective of the other. The country looks remarkably verdant and that is a sign of the weather. The weather has been favourable. Both sheep and cattle are in the prime condition, and as we are now entering upon the spring months, all descriptions of stock must improve in condition still more during the forthcoming six months. There are large numbers of horses and cattle in the colder parts of the country, and many, but those that remain are in first-rate order, and as healthy as could be desired.

The New England rivers have been flooded again, and we hear of no damage having been done by inundation. The Darling and the Darling rivers have overflowed their banks and the Darling river is at a great height, so that it is expected a steamer will be able to convey stores up its waters for several hundred miles. The stations upon the Darling are, many of them, inaccessible, and the stopping of traffic by the late heavy rains. The gradual stoppage of traffic by the late heavy rains. The gradual stoppage of traffic by the late heavy rains.

There have, however, been some losses among the farmers, but these, which occurred last month, ought hardly to be taken into account in the present summary. About the middle of the month a heavy place in the Macleay River, and considerable quantities of property were destroyed. The river overflowed the surrounding country for some distance, carrying off the houses, buildings, cattle, fields of maize and inundating vast tracts of the wheat fields. Many families were forced to flee to the high ground for protection; but the injury done was solely confined to property, no lives being lost. A large amount of maize was totally destroyed, many acres of wheat and other crops to be re-sown, and some miles of fencing will have to be re-erected. Land sales have occurred along

The work of putting in the foundations of the new General Post Office in George-street is progressing satisfactorily, and about three months will see it completed. A good deal of delay was caused by the difficulty of obtaining possession of a strip of land adjoining that on which the old office stood. In order

The internal fittings of the new building in College street, to be devoted to the purposes of the Australian Museum, are being completed by Messrs. Brown and Grace, the contractors. It is about four months since they commenced operations, and about two-thirds of the work is now done. The plastering constitutes the heaviest portion of the work, and has been carried out by a sub-contractor, Mr. J. H. Huntling. All the plastering and cornices of the upper portion of the noble building are now finished, and the columns are ready for the final polishing; the galleries are being fitted up, and the floor is being prepared. The cornices are of plaster of Paris, the skirting of the walls is of the same material, and will be covered with Keene's patent marble cement. These massive columns, with their Corinthian capitals, have an imposing appearance, and when finished will be very fine indeed, Keene's cement being such that

They were cut from marble. The iron staircases, though they gather with the sight of steps leading to them, with ornamental balustrades, will doubtless attract a good deal of admiration. All the window frames are of iron, and the flooring is of a peculiar kind, ground on one side—orders some months ago. There will be not one square of glass in each window. The centre floor of the building is of stone, and the floor of the side aisles is of cement; and it is intended to have ornamental tiles laid on the vaulting. It is expected that the whole of the plastering and fittings will be completed in about three months.

With regard to St. Andrew's (Church of England) Cathedral, the work of putting in the internal tiling is almost at a stand-still, awaiting the receipt of the tiles for the floor. These were sent for in January, but have not yet arrived. It is expected that they will arrive by the last mail, in which it was stated that the organ was nearly finished, and would be shipped for London in about a fortnight. It is also intended to hold a public meeting in reference to the cathedral, ere this, but the sittings of the Conference, the consecration tour of the Bishop, the temporary indisposition of the latter, and other causes, have stood in the way of the same.

A number of men are now employed in excavating for the foundation of a portion of St. Mary's (Roman Catholic) Cathedral, and a staff of stonemasons is at the work.

A new building is now being erected in the immediate vicinity of the Observatory, and a fence has been erected to prevent access to the new building. The piece of land which has been enclosed is on the north side of the Observatory, and is a lot very limited extent. The fence, together with the building inside, is built on the site of the Government Observatory. The application of the Astronomer, the Parliament have voted £105 for the purpose last session. The new building is required for the purpose of making astronomical observations, and the building is to be a large building, and in the instruments contained therein, to allow of these observations being made with certainty. It has been represented that the Observatory is situated in a very inconvenient position on which it stands) is unsuitable to the purposes to which it is applied, the traffic on the surrounding streets causing so much disturbance that one class of observations cannot be made.

The works at the enlargement of the Congregational church, Pitt-street, are advancing as rapidly as possible under the circumstances. A large portion of the work has been necessarily delayed by the winter frosts being fixed. This heavy portion of the work is now finished, and it is confidently anticipated that the work will be pushed on towards completion with commendable speed. The clerestory walls are now being put up, and immediately they are finished a commencement will be made with the roof.

The new building of St. Peter's (Church of England) Church is just being completed. The roof is on, all the masonry is finished, and tenders are being invited for the internal fittings. The erection of St. Peter's (Church of England) Church in Woolloomooloo is also being rapidly proceeded with. The side walls are up, and the building will shortly be ready for the roof. The Children's Church, Pitt-street, which is being erected for the Wesleyans is attracting a good deal of attention and admiration. The walls are nearly ready for the roof, and the way in which the stone has been treated—layers of light and

the city. Satisfactory progress has also been made with the Rev. Mr. Pidgeon's chapel in Sussex-street. The walls are nearly ready for the roof. The brick work on the new portico, in King-street, is being rapidly run up. Nearly all the elevation is finished, and in a short time a commencement will be made with the roof. The shop adjoining, for Mr. Hollingdale, has been completed, and is now occupied.

The triangular piece of ground in Macquarie-place, recently handed over by the Government to the Corporation, in trust for the citizens, has recently been levelled and enclosed with a paling fence, a strip of the ground on the north side being reserved to enable the Corporation to widen the street to meet the requirements of the increasing traffic between the Exchange and the Custom-house, as stated in a recent Summary. We may also state that the site for a new building, within the limits of the Corporation (having been granted by the Government as a site for a Town Hall), has now passed into private hands, except one

The block, and several houses are being erected thereon. The land is bounded on the east by Fairview street, on the south by Bent-street, on the west by Elizabeth-street; and on the north by Bridge-street. One of the most substantial houses erected on this land, and which is certainly an immense "improvement" on the lumber which was formerly scattered over the land, is a private residence for Mr. J. M. Smith, who has purchased the lot. Also on this land, are nearly completed, one for Mr. Morris Asher and the other for Mr. Senior.

A bill has passed through both Houses of Parliament during the month, for closing all the burial-grounds in the City, after the day on which the bill will come into force, the 1st of March next.

and an attempt was made in the Assembly to include the Cemetery at Newtown. A very strong feeling in favour of closing this burial ground was expressed, and there is little doubt but that it will speedily be dealt with in a separate bill. An opinion was also expressed that the cemetery at New Richmond to the health of the citizens, that the cemetery at Randwick should be closed also, as it has been so long over and over again that the ground is drained of the water for the purpose of which a large portion of the water for the supply of the city is drawn. Arising out of this, a declaration was made by the clergyman of St. Jude's (Anglican) Church, at Randwick, and several other gentlemen, waited upon by Mr. Wilson, at his office, on the 13th instant, to make representations in reference to the cemetery at Randwick. They stated that the objections taken to the cemetery, as to its being a wet state, and that the water drained into the Leichman Swamp, were not well founded, as that state of things had existed for many years, and that the steps taken to drain the ground, and to allow the water to escape into the sea. They stated that they had put in a drain, seven feet deep, to the rock, and was the

and improvements to the coal-pit at Slough, for the erection of a new house and watch-tower at Pambourville, and for erecting a steam-engine and boiler at the same place, for the better water supply at the Tatham Creek Lignite-Asylum. Contracts have been taken for the following works:—Erection of a new house at Morley, for the printing and paper station at Bathurst, for alterations to the telegraph station at Bathurst, for alterations to the Bathurst telegraph station, and for the erection of a telegraph station at Dubbo. The alterations and additions to the signal station at the mouth of Port Jackson have been completed during the month, and the Engineer has been invited for the erection of the Kinross rearing house at Darlinghurst.

Several buildings are now in course of erection within the Fort Macquarie Barracks, and the Colonial Secretary accompanied by the Minister, for

works and the Minister for Lands, recently paid a flying visit to the gaol; but, brief as was his inspection, it was sufficient to enable the visitors to see that the establishment was in a high state of discipline—a circumstance which, in the opinion of the visitors, was the result of the excellent management of the gaol by Mr. Huxsey. The walls, floors, and stone steps of the various wards were spotlessly clean, as were also the cells, beds, and b-biding. There were 226 prisoners (all males) in gaol at the time of the visit, and all of them were employed in some kind of industrially employed in stone cutting. On one side of the large yard, a commodious smithy is about being completed, and over it two large rooms for joiners and carpenters, each being 40 feet by 15. The stone work of the gaol is all of the best quality, and is being put up by equal to any of the plain stone work in the large buildings of the city; and all the iron work was wrought and fitted in the gaol by prisoners. A guard-room, store-room, and hospital are now being erected,

the workshops, and a large quantity of stone is being prepared for the erection of an additional wing, which will be commenced as soon as the buildings now in hand are completed. We should mention that the property of the State, exceptation, have learnt all they know of stone-cutting since their incarceration in the gaol.

One of the large buildings at Port Macquarie, the property of the Government, has recently been put into a good state of repair in order to render it available for the reception of the convicts who are inmates of the Sydney General Hospital Asylum and Infirmary who are suffering from the disease or incurable diseases. The first batch, consisting of twenty-four aged women, were placed lately in inmates of the Benevolent Asylum at Hyde Park, and twenty old men from the Port Phillip Asylum were sent to the branch establishment at Port Macquarie on the 12th instant.

The foundation stone of the new Congregational church at Burwood was laid by Mr John Fairfax, and

very short distance on the railway station, and will be a very prominent object. The plan is an oblong, of shape, thirty feet by thirty-three feet six inches, one end being slightly larger than the other. The height is twenty-two feet by thirteen feet, for the transepts, in rear. The arrangement of the sittings is adapted for nearly 300 adults, and consists of three rows of pews, the middle aisle being the widest. The transepts and the seats will have bench ends, framed of cedar. The transept is also of cedar, of open arches, on columns at the sides, and closed panels with tracery in centre. This central part is of the same height as the nave, and is covered, moulded and supported on columns with foliated capitals and bases. The roof will be open, of hardwood, lined with cedar, and composed of three hardwood gables, the central gable being the largest. The transepts are also moulded and carved. The king and queen on moulds will have ornaments of wrought-iron fret. The walls will be from floor to ceiling of cedar, and the floor will be of stone, of floor line, forty-three feet. The internal view will, from the equidistant and narrow lofty windows, with the tracery heads, good cedar work, and boid arches, be most effective. The entrance will be through the entrance and will present two porches, with moulded jambs, coloured voussairs, and labels on corbels carved, and whole crowned with moulded coping on the roof. The entrance porch will be a large three-light porch, in the centre, will be a large three-light

Window, with bar tracery filling in, stranded in circles crossed. The jambs and arches moulded, with a wide flat top. The tracery is of the 13th century. The whole gable will have moulded coping, corbels, and on the apex a carved finial. On the right angle there will be a very unique belfry, with buttress, terminal stone-work, weathered, and surmounted with wood carved coping. The bell stage will be of the 14th century. Each side elevation will have five buttresses, forming four bays, in each of which there will be single light windows, with tracery in the head, and a variety of tracery in the spandrels. The roof will be of the 14th century. The roof will be of the 14th century, and rise above side walls forming gable, over which the roofs project, ornamented with bargeboards and wrought-iron finial. Beyond the last buttress there will be the vestry, with intricate tracery, and a small square window. The back will present the end gable of the church, with its quadrilateral rose window, and vestry with a triplet of lancets, surmounted by a dormer roof ornamented with bargeboards. The effect of the church, from the road, will be of the 14th century. The material of the walls is to be redish six inch

coffers, pitch-faced, backed up with rubble. The floor boards, mouldings, arches, dressings, and labels, will be of lighter-colored stone. The boards of the hallway, shingled with two rows of pointed shingles, dividing the side of the roof into five equal parts. The ceiling and doors of cedar, also rostrum. Cathedral glass will be used in the windows. The front of the building will have ornamental hinges, escutcheons, &c. Mr. Lavers, builder, of Sydney, has contracted to execute the whole for \$1248. Mr. Thomas Howe is the architect.

RAILWAYS.

THERE is not a great deal to report this month in reference to railway extension in the colony. There are many projects, and the Government are ready to take to push on as rapidly as they could be, but the difficulty of finding the cash stands in the way of this course being taken. Parliament has sanctioned the construction of public railways from the best of all money markets has been so tight, and so many colonial governments have been bidding—and bidding high—for the right to build railways. The Government has not kept pace with the demand for money to carry on the public works. We have been informed that some of the public works have recently been carried on at a loss of £100,000.

loan. Some pressure has been temporarily relieved by the negotiation of a loan of £50,000 from the Mutual Provident Society, and another with the trustees of the Savings Bank, for £100,000.

On the Southern extension from Pictou towards the Fitzroy Iron Mines, fourteen miles of permanent way have been laid, and the remainder of the line up to the mines is ballasted. The whole of the permanent way up to Mittagong will be laid by November. Fresh tenders have been received for the erection of a

station for passengers at Mittingong, or Pitara Mills. Messrs. Larkin and Wakeford having obtained the contract, by paying the necessary way for the extension from Mittingong to near Marulatha, the balling will be commenced immediately, and the rails will be laid as soon as they are received from England. The work on the Southern extension No. 7 section, which carries the line into Goulburn, are proceeding satisfactorily, and the rails will be laid in the month named in the contract, namely, December, 1857. The first seven miles of this section are ready for the permanent way, except the bridge over Barber's Creek, the wrought iron girders for which, ordered from England, will arrive in the month of December.

There is not much to chronicle in reference to the extensions on the Great Northern Line, except that the Singleton Bridge is at length completed, and will be ready for traffic as soon as the approach on the south side is finished, which will probably be

together, and the members of the committee, and the district, for the purpose of naming the bridge, on or about the 29th instant. Contracts No. 1 and 4, beyond Singleton station, and the extension of the railroad on the way; and No. 3—a length of about fifteen miles, from Liddel to Muswellbrook—will be ready in December next. Mr. White, the member for the Upper Hunter, has been appointed to report on the extension of his place in the Assembly, on the 22nd instant. Whether any contract has yet been taken for ballasting and laying the permanent way of the railway line from Singleton to Muswellbrook, or if not, what is likely such contract will be taken?"

Mr. Byrne, in reply to the first question, said no. It probably would not be taken before the 1st of November next. The works on No. 3 contract would not be finished before that time, and the contract for the approaches to the Singleton bridge would be completed about the same time. The contract for the approaches to be procured from the Hunter, the ballasting on the south side could not be commenced until the approaches to the bridge were completed.

On the 15th instant, the following resolution was agreed, on the motion of Mr. Byrne, "That this House approve of the plan and look of reference of a proposed extension of the Murrumbidgee Railway from the present terminus at the Murrumbidgee River to the proposed terminus at the Murrumbidgee River."

prey's servant, John Girdle, of the New Hebrides mission, W. Wallace, J. Unwin, S. H. Davis, A. Beville, and by Mr. Fairweather. Following resolutions were agreed to:—1. That messrs. J. Banks and G. G. G. be appointed a committee to receive the reply John Williams and the four missionaries who are to go to the South Sea Islands, and residents in the London Convention. 2. That the committee be empowered to act in the name of the world, and prays that the rich and abundant grace of the Holy Spirit may be given to all exertion engaged in the evangelization of the heathen. 3. That the committee recognizes the claims of the South Sea Missions upon the aid and exertions of the Church of England, and prays that the Church of England and Australia, and considering the claims of the South Sea Islands, would urge the necessity of unwearied efforts for the entire evangelization of the islands of the South Sea. 4. That this meeting acknowledge with thankfulness the aid and assistance of the friends of the cause of the South Sea at the Head of the Church the singular success which has attended the labours of its teachers in the various groups of islands under the superintendence of the European missionaries.

[illegible]

Bank.	No. of shares held up to 31st Dec.	Rate per share of £1.	Amount of dividend.		Amount of dividend received.	
			£.	d.	£.	d.
Bank of Australia	100	10	100	0	328,552	10
Bank of New South Wales	100	10	100	0	119,497	13
Bank of Victoria	100	10	100	0	275,000	0
Bank of Western Australia	100	10	100	0	234,750	5
Bank of New Zealand	100	10	100	0	121,957	7
Bank of South Africa	100	10	100	0	131,128	7
Bank of India	100	10	100	0	59,000	0
Bank of China	100	10	100	0	64,000	0
Bank of Japan	100	10	100	0	12,500	0
Bank of Hong Kong	100	10	100	0	8,000	0
Bank of Shanghai	100	10	100	0	1,000	0
Bank of Canton	100	10	100	0	1,000	0
Bank of Hankow	100	10	100	0	1,000	0
Bank of Tientsin	100	10	100	0	1,000	0
Bank of Peking	100	10	100	0	1,000	0
Bank of China	100	10	100	0	1,000	0
Bank of Japan	100	10	100	0	1,000	0
Bank of India	100	10	100	0	1,000	0
Bank of China	100	10	100	0	1,000	0
Bank of Japan	100	10	100	0	1,000	0
Bank of India	100	10	100	0	1,000	0
Bank of China	100	10	100	0	1,000	0
Bank of Japan	100	10	100	0	1,000	0
Bank of India	100	10	100	0	1,000	0
Bank of China	100	10	100	0	1,000	0
Bank of Japan	100	10	100	0	1,000	0
Bank of India	100	10	100	0	1,000	0
Bank of China	100	10	100	0	1,000	0
Bank of Japan	100	10	100	0	1,000	0
Bank of India	100	10	100	0	1,000	0
Bank of China	100	10	100	0	1,000	0
Bank of Japan	100	10	100	0	1,000	0
Bank of India	100	10	100	0	1,000	0
Bank of China	100	10	100	0	1,000	0
Bank of Japan	100	10	100	0	1,000	0
Bank of India	100	10	100	0	1,000	0
Bank of China	100	10	100	0	1,000	0
Bank of Japan	100	10	100	0	1,000	0
Bank of India	100	10	100	0	1,000	0
Bank of China	100	10	100	0	1,000	0
Bank of Japan	100	10	100	0	1,000	0
Bank of India	100	10	100	0	1,000	0
Bank of China	100	10	100	0	1,000	0
Bank of Japan	100	10	100	0	1,000	0
Bank of India	100	10	100	0	1,000	0
Bank of China	100	10	100	0	1,000	0
Bank of Japan	100	10	100	0	1,000	0
Bank of India	100	10	100	0	1,000	0
Bank of China	100	10	100	0	1,000	0
Bank of Japan	100	10	100	0	1,000	0
Bank of India	100	10	100	0	1,000	0
Bank of China	100	10	100	0	1,000	0
Bank of Japan	100	10	100	0	1,000	0
Bank of India	100	10	100	0	1,000	0
Bank of China	100	10	100	0	1,000	0
Bank of Japan	100	10	100	0	1,000	0
Bank of India	100	10	100	0	1,000	0
Bank of China	100	10	100	0	1,000	0
Bank of Japan	100	10	100			

[illegible][illegible]

Total Landings	Cods			Baillies			L. Fr.		
	d.	m.	c.	d.	m.	c.	d.	m.	c.
1	1,385,511	0	9	396,113	15	6	56,285	10	1
6	1,297,121	0	6	219,713	2	10	26,897	15	6
6	645,611	0	9	140,005	0	1	31,005	0	1
6	81,251	6	10	72,905	3	3	16,400	18	11
2	964,251	0	2	97,287	18	9	21,257	14	7
6	96,309	0	9	22,778	3	10
21	27,677	22	2	56,679	6	9
6	900,267	0	6	127,413	17	4	56,160	13	6
10	900,267	0	10	59,264	15	9	25,505	10	1
7	7,200,000	0	7	1,400,000	1	11	105,118	7	8

Billie in Administration.	Balance due Contractor Month.	Deposits.
1 2 3 4	5 6 7	8 9 10
101 11 4	24,000 15 5	1,000,000 15
101 12 9	24,000 1 10	1,544,444 4
101 13 10	24,000 1 10	940,130 5
101 14 6	24,000 1 10	520,755 8
101 15 3	24,000 1 10	338,862 4
101 16 0	24,000 1 10	90,000 0
101 17 6	24,000 1 10	240,725 17
101 18 3	24,000 1 10	407,200 0
101 19 0	24,000 1 10	300,130 1
101 20 6	24,000 1 10	4,371,000 16

[illegible]

NEW SOUTH WALES.....	
Commercial
Australia
Union of Australia
Australian Joint Stock
London Chartered of Australia
English, Scottish, and Australian Chartered
Oriental Chartered
City
TOTALS

15 per cent. per annum, and bonus of 5 per cent. per annum,
6 per cent. and bonus of 8 per cent. per annum.
Including Government securities, average \$64,700.
10 per cent. and bonus of 5 per cent. per annum.

GEOFFREY HAGAR, Treasurer:
the Treasury, Sydney, 17th August, 1966.

HEALTH OF SYDNEY.

The deaths in the city of Sydney, the mean temperature in the shade, mean height of barometer, and rain-fall during the month of July, for the last eight years, and of some in the atmosphere for the periods indicated were as follows:—

Years.	No. of deaths.	Mean temperature.	Mean height of barometer.	Depth of rain— inches.	No. of days rain.	Mean amount of drizzle.
1868	100	61.5	30.0	1.5	10	0.1
1869	100	61.5	30.0	1.5	10	0.1
1870	100	61.5	30.0	1.5	10	0.1
1871	100	61.5	30.0	1.5	10	0.1
1872	100	61.5	30.0	1.5	10	0.1
1873	100	61.5	30.0	1.5	10	0.1
1874	100	61.5	30.0	1.5	10	0.1
1875	100	61.5	30.0	1.5	10	0.1
1876	100	61.5	30.0	1.5	10	0.1
1877	100	61.5	30.0	1.5	10	0.1
1878	100	61.5	30.0	1.5	10	0.1
1879	100	61.5	30.0	1.5	10	0.1
1880	100	61.5	30.0	1.5	10	0.1
1881	100	61.5	30.0	1.5	10	0.1
1882	100	61.5	30.0	1.5	10	0.1
1883	100	61.5	30.0	1.5	10	0.1
1884	100	61.5	30.0	1.5	10	0.1
1885	100	61.5	30.0	1.5	10	0.1
1886	100	61.5	30.0	1.5	10	0.1
1887	100	61.5	30.0	1.5	10	0.1
1888	100	61.5	30.0	1.5	10	0.1
1889	100	61.5	30.0	1.5	10	0.1
1890	100	61.5	30.0	1.5	10	0.1
1891	100	61.5	30.0	1.5	10	0.1
1892	100	61.5	30.0	1.5	10	0.1
1893	100	61.5	30.0	1.5	10	0.1
1894	100	61.5	30.0	1.5	10	0.1
1895	100	61.5	30.0	1.5	10	0.1
1896	100	61.5	30.0	1.5	10	0.1
1897	100	61.5	30.0	1.5	10	0.1
1898	100	61.5	30.0	1.5	10	0.1
1899	100	61.5	30.0	1.5	10	0.1
1900	100	61.5	30.0	1.5	10	0.1
1901	100	61.5	30.0	1.5	10	0.1
1902	100	61.5	30.0	1.5	10	0.1
1903	100	61.5	30.0	1.5	10	0.1
1904	100	61.5	30.0	1.5	10	0.1
1905	100	61.5	30.0	1.5	10	0.1
1906	100	61.5	30.0	1.5	10	0.1
1907	100	61.5	30.0	1.5	10	0.1
1908	100	61.5	30.0	1.5	10	0.1
1909	100	61.5	30.0	1.5	10	0.1
1910	100	61.5	30.0	1.5	10	0.1
1911	100	61.5	30.0	1.5	10	0.1
1912	100	61.5	30.0	1.5	10	0.1
1913	100	61.5	30.0	1.5	10	0.1
1914	100	61.5	30.0	1.5	10	0.1
1915	100	61.5	30.0	1.5	10	0.1
1916	100	61.5	30.0	1.5	10	0.1
1917	100	61.5	30.0	1.5	10	0.1
1918	100	61.5	30.0	1.5	10	0.1
1919	100	61.5	30.0	1.5	10	0.1
1920	100	61.5	30.0	1.5	10	0.1
1921	100	61.5	30.0	1.5	10	0.1
1922	100	61.5	30.0			

1859 ...	100	80-91	4.77	9	...
1860 ...	93	81-1	11.96	18	...
1861 ...	93	79-77	4.77	13	...
1862 ...	100	85-6	11	4	...
1863 ...	130	91-3	9.51	1	2.5
1864 ...	129	86-1	9.60	10	...
1865 ...	136	81-9	20-115	1.60	13 2.5
1866 ...	130	83-9	4.77	14	2.5
in 6 years ...	128	81-5	29-978	4.66	11

the highest reading of the thermometer in the shade, as observed at the Sydney Observatory during the month of August 1866.

1. The prevailing direction of the wind W. The day upon which the greatest variation of temperature (30-1) was observed, the 26th, when the thermometer fell from 60-0 to 39-5, and wind W.N.W. The most equable temperature was on the 13th, when the thermometer stood at 59-8 as the maximum to a minimum of 59-8—wind S. Greatest amount of humidity, 93, on the 3rd and 11th; least on the 26th. 29.

[illegible]

Total Landings	Cods			Baillies			L. Fr.		
	d.	m.	c.	d.	m.	c.	d.	m.	c.
1	1,805,011	0	9	306,113	15	6	50,765	15	6
6	1,297,121	0	9	210,713	10	6	8,097	13	6
11	845,611	0	9	140,005	3	1	21,005	10	11
16	81,251	6	10	72,000	5	3	20,800	10	11
21	964,251	0	9	97,887	18	9	21,257	14	7
26	964,200	0	9	22,778	10	10
31	21,077	12	2	50,678	0	9
36	900,581	0	9	127,413	17	4	50,100	13	6
41	900,581	0	9	20,204	15	10	25,505	10	11
46	900,581	0	9	20,204	15	10	25,505	10	11
51	7,200,000	0	9	1,000,000	1	11	100,000	7	8

BANKS.	New South Wales.....	Commercial.....	Australia.....	Union of Australia.....	Australian Joint Stock.....	London Chartered of Australia.....	English, Scottish, and Australian.....	Colonial Chartered.....	City.....	TOTALS.....
15 per cent. per annum, and bonus of 4 per cent. per annum,										
8 per cent. and bonus of 4 per cent. per annum.										
Including Government securities, and 10 per cent. per annum.										
10 per cent. and bonus of 5 per cent. per annum.										

GEOFFREY HAGAR, Treasurer,
the Treasury, Sydney, 17th August, 1900.

1859 ...	100	80-91	4.77	9	...
1860 ...	93	81-1	11.96	18	...
1861 ...	93	79-77	4.77	13	...
1862 ...	100	85-6	11	4	...
1863 ...	130	91-3	9.51	1	2.5
1864 ...	129	86-1	9.60	1	...
1865 ...	136	81-9	20-115	1.60	13 2.5
1866 ...	130	83-9	4.78	14	2.5
in 6 years ...	128	81-5	29-978	4.66	11

the highest reading of the thermometer in the shade, as observed at the Sydney Observatory during the month of August 1866.

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THE PANAMA ROUTE OPENED.

The arrival of the first mail steamer from Panama completes the chain of steam communication round the world, and presents the new service which has filled in the missing link as an accomplished fact in the eyes of the world. That which has been for so many years a subject for discussion and anticipation is now a reality. In a few months it will not only be a fact, but a familiar fact. The novelty will have worn off, and all arrangements will have become adjusted to the improved condition of communication, and when we have had time to get used to it, a sudden withdrawal of the accommodation would be found very inconvenient, and give rise to great complaints. An Australian may now go round the world comfortably in four months, and during his trip will see a bit of Europe, Asia, Africa, and America, and have time enough in Europe to transact a little business.

The voyage of the *Rakia* has proved her to be a thoroughly efficient vessel, well adapted for the service to which she is assigned. The company has certainly hitherto done justice to its contract by providing vessels as efficient as it is possible to construct them. In the present state of mechanical science, and has caused its publicity fairly. There has been nothing to complain of either as to the promptitude or the character of the preparations, and the capabilities of the new route are receiving a fair trial. It is satisfactory that thus far the efforts of the company have not been marred by any of those misadventures which sometimes spoil the best-laid plans.

On her passage outwards from England, the *Rakia* fully proved her competency as a packet boat. The journey from Milford Haven to Panama by way of Cape Horn is estimated at 11,315 miles, and was performed in forty-six days and a half, with two stoppages for coal, involving a detention of seven days and a half, and with a delay of three days at the Straits of Magellan, owing to contrary weather. She steamed the whole journey, and at an average speed of ten and one-third knots an hour, which is a very good pace to keep up for a long voyage. She arrived at Panama six days before the time fixed for her departure, and so kept her first appointment punctually; but there was of course no time for docking and cleaning. She left Panama at the appointed date—the 24th of June, and arrived at Wellington on the 22nd of July, one day after her proper time. Between Wellington and Sydney there has been a little more than the fixed time consumed, so that she did not make her appearance in our port quite so early as expected.

The important part of the journey, however, was the run between Panama and Wellington. This is the longest run on any mail route in the world. It has been a matter of considerable speculation amongst nautical men as to the possibility of its being performed with the punctuality necessary for a mail service, unless a coaling station is established at some island in the South Sea. We cannot of course draw general conclusions from a single instance, nor can we tell as yet whether the other vessels will perform the feat as satisfactorily as the *Rakia* has done. But it is certainly very encouraging that the first voyage has been so successful. We were prepared to make considerable allowances. The route is not one that has been traversed by steam vessels, and indeed very little traversed at all; for though sailing vessels frequently make voyages between New Zealand and Valparaiso or Callao, it is very seldom that a ship calls for Panama. Something, therefore, has to be discovered as to currents, winds, and the detailed local experience that is so abundant on other frequented routes has to be gathered up, tabulated, compared, and made systematically available. All this will come in due time. Some savings of time will thereby be effected, and little delays will be avoided, which will make the arrivals at the different ports quite as reliable as to date as other mail services are. The pioneer voyage has been by no means exceptionally favourable.

On the contrary, between Pitcairn's Island and New Zealand there were separate gales of wind encountered, and there was a full allowance of the stormy weather to be expected. In the summer months the passage will probably be a quieter one. The passenger traffic by this route has hitherto been quite as large as could have been expected until the reliability of the transit had been thoroughly developed. We have no doubt that it will increase every month, and will prove a sensible addition to the conveniences of those whose interests or inclinations lead them to go to and from between the mother country and these colonies. Newspapers, letters, books and parcels have come out from England bearing dates one week later than anything brought by the overland mail. The chief items of news have of course been anticipated by the late messages forwarded by the Indo-European telegraph. It is only American news which is absolutely later than we had previously received, and this month that happens to be of considerable interest. If the Mexican question gets settled, and order is established in that country, a line of telegraph will no doubt speedily be completed throughout it from north to south, and on through the Republics of Central America to Panama. In that case later intelligence will be obtainable than is now possible by this route, although not later than is obtainable by the other.

The Panama route is likely to prove serviceable to the mercantile community in respect of high freight, although it would be desirable that the number of transshipments should be reduced. All packages have to be shifted from one vessel to another at St. Thomas's, then to the railway at Aspinwall, then to a small steamer at Panama, to be again transferred to the large steamer, which loads up twelve miles off the shore. It is no worse than by the other route, but it would be an advantage to diminish the number of transshipments as much as possible, as it saves time, and lessens the risk of damage to goods.

In another column will be found an interesting account of the voyage from the pen of a passenger who has come right through from Southampton—a passenger, by the way, whose destination is Melbourne, though our Victorian friends will understand that the Panama route is perfectly useless to them in all respects. The description is quite tempting to those who are fond of travel. There are no terrors in the Isthmus, and the accommodation in the boats on both sides of the isthmus appears to be all that can be desired. The principal inconvenience complained of is the extreme lightness of the vessel on nearing New Zealand in consequence of the consumption of her coal—a complaint for which there is an easy remedy.

(Sydney Morning Herald, August 2.)

SUMMARY OF SHIPPING.

ARRIVALS FROM ENGLAND.
July 23—*Harlow*, ship, 367, from the Straits of Magellan.
July 23—*Harlow*, ship, 367, from the Straits of Magellan.
July 23—*Harlow*, ship, 367, from the Straits of Magellan.

ARRIVALS FROM AUSTRALIA.
July 23—*Harlow*, ship, 367, from the Straits of Magellan.
July 23—*Harlow*, ship, 367, from the Straits of Magellan.
July 23—*Harlow*, ship, 367, from the Straits of Magellan.

DEPARTURES FOR ENGLAND.
August 1—*Harlow*, ship, 367, to the Straits of Magellan.
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DEPARTURES FOR NEW ZEALAND.
August 1—*Harlow*, ship, 367, to the Straits of Magellan.
August 1—*Harlow*, ship, 367, to the Straits of Magellan.
August 1—*Harlow*, ship, 367, to the Straits of Magellan.

DEPARTURES FOR THE PACIFIC.
August 1—*Harlow*, ship, 367, to the Straits of Magellan.
August 1—*Harlow*, ship, 367, to the Straits of Magellan.
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DEPARTURES FOR THE INDIAN OCEAN.
August 1—*Harlow*, ship, 367, to the Straits of Magellan.
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August 1—*Harlow*, ship, 367, to the Straits of Magellan.
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DEPARTURES FOR THE SOUTH PACIFIC.
August 1—*Harlow*, ship, 367, to the Straits of Magellan.
August 1—

5000 mixed prime Darling Downs
5000 ditto, Fesh Downs
RAMS, from the best breeders
1700 head store cattle, on the Clarence
700 ditto cattle on the M-intyre.
HENRY BEIT, & Wynyard-street.

SHEEP STATION, in Queensland.—For SALE, a
STATION suited to a man with small means, district
Darling Downs, 70 miles from Warwick, with 9000 sheep.
Terms easy.

COMMERCIAL

ndices are plentiful. Hen-
 sa., Martell's 6s. 6d. Pale is
 Vineyard at auction, brought
 ., Martell's 7s. 6d. to 7s. 9d.
 he Nieuwe Waterweg, with
 rendered genevas less firm.
 made at 11s. 6d., but for best
 to 12s. 6d. is now asked.
 worth 14s. Old tom is dull
 1s. 6d. Whisky is very firm
 for Irish, and 4s. 6d. for
 glass 13s. to 14s. Preston's

per share lower. At the
ld on the 30th July, a

has declined about 15s. per
best brands at £6 10s.
brands, is held for 9s. 3d. to
worth 3s. 1d. to 3s. 3d.; it
was made to-day, at the former
pany's, duty paid, 15s. 9d.
re; a sale to-day, at auction,
is the only one recently

market is pretty firm. Pig
hands at about 15s. decline.
worth £11 10s. to £12. The
sheet copper, and prices are
but, several large shipments
it will fully supply the market
come. Muntz yellow metal
23d. An invoice of sheets and
privately this week at 12½d.
Glasgow and Glasgow. The
been almost without result, a
ing all the transactions. Pint
7s. 9d. to 8s. 6d.; half-pint
d. to 7s., pints, 12s.; bottled
s. 6d.; 1 lb. jams, 8s. 6d. to
mon, 14½d. per lb.; sardines,
toms 7s. 6d.; old hops have

feature of the month has been the bulls, bearing 13 per cent. interest.

8d., new, nominal; bleached
ached 8d. to 9d.; cheese, 1s.
1s. 3d. to 1s. 4d.; bacon, 1s.
barley and oatmeal have been
anded peel, 9d. to 10d.
e has declined more rapidly
and is now difficult to move
is scarce, and worth 7s. 9d.
boiled and raw oils less active,
5s. 3d. to 5s. 6d.; bulk, 4s.
n first hands are exhausted,
to have reached their highest

port was exhibited, declaring the
cent. per annum. Amelation J
of 12 per cent. per annum.

may be expected during the
even way about £14, owing to
the Clara Sayers' and part of
A shipment of Java arrived
days, and several others are
Company's prices remain un-
T, coarse and fine, is offering
e not much inquired for;
d. to 4s. 9d. Cocosacks are
me houses look for 6d. more.
have been sold at 4s. 3d.
PRICE is quoted at £52;
hair fibre, nominal.

and 10 per cent. We negotiated for

Principal business of the day in auction was tobacco, largely speculation to report. We have a lot of tobacco of a most miscellaneous bond, and when and how will come into consumption here. The extravagant price of \$3 is now being severely felt, inasmuch as it is brought out a legion of manufacturers from the foreign leaf and trade for which is evidently quotations are as follows:—Childrey and Jones's twist, No. 1, 2s.; Ragland, 1s. 9d.; No. 2, and other inferior negroes, in bond; fine tins are \$3.50; No. 1, 2s.; No. 2, 1s. 6d. Samples are worth say 1s. 3d. per pound, none good, and No. 1 leaf, or aromatic is the only one in the market, and being of daily demand command a fair price. Any fluctuations in the price of American leaf, from 4s. to 5s. the figure, which covers the cost of the leaf, may almost write nil against the rest being only a few cases

Some large parcels of Austral
have been sold by me this week.

Some shipments are ex-
pected to be close in port,
and to continue to find a market in
the interior.

WATERWAY ASSEMBLY.

NEW NOTES.
Saratoga, August 24.
The Secretary for Lands, in a
recently issued report, has
stated that the Government
has decided to issue new
notes for the purpose of
meeting the needs of the
Government. The new
notes will be issued in
the amount of \$1,000,000,
and will be in the form
of small bills, of \$1, \$2,
and \$5 each. The new
notes will be issued in
the form of small bills,
of \$1, \$2, and \$5 each.
The new notes will be
issued in the form of
small bills, of \$1, \$2,
and \$5 each. The new
notes will be issued in
the form of small bills,
of \$1, \$2, and \$5 each.

demand. Kerosene shares for, but the high premium asked

[illegible]

at the rate of 10 per cent., and

[illegible]

the French, Belgian, and Swedish cannot be kept up. A large quanti-

view of 18th instant says:—The
bodies found in Thundersbolt's camp
were persons came together, and the
of to various purchasers. But the
profound a secret that the com-
mitment,

BREADSTUFFS.
ADLAIDE FLOUR. Hart's superior, 100 lb. bags, 10s. 6d. per cwt. 50 lb. bags, 5s. 6d. per cwt. 25 lb. bags, 3s. 6d. per cwt. 10 lb. bags, 1s. 6d. per cwt. 5 lb. bags, 9d. per cwt. 2 lb. bags, 4d. per cwt. 1 lb. bags, 2d. per cwt. 1/2 lb. bags, 1d. per cwt. 1/4 lb. bags, 1/2d. per cwt. 1/8 lb. bags, 1/4d. per cwt. 1/16 lb. bags, 1/8d. per cwt. 1/32 lb. bags, 1/16d. per cwt. 1/64 lb. bags, 1/32d. per cwt. 1/128 lb. bags, 1/64d. per cwt. 1/256 lb. bags, 1/128d. per cwt. 1/512 lb. bags, 1/256d. per cwt. 1/1024 lb. bags, 1/512d. per cwt. 1/2048 lb. bags, 1/1024d. per cwt. 1/4096 lb. bags, 1/2048d. per cwt. 1/8192 lb. bags, 1/4096d. per cwt. 1/16384 lb. bags, 1/8192d. per cwt. 1/32768 lb. bags, 1/16384d. per cwt. 1/65536 lb. bags, 1/32768d. per cwt. 1/131072 lb. bags, 1/65536d. per cwt. 1/262144 lb. bags, 1/131072d. per cwt. 1/524288 lb. bags, 1/262144d. per cwt. 1/1048576 lb. bags, 1/524288d. per cwt. 1/2097152 lb. bags, 1/1048576d. per cwt. 1/4194304 lb. bags, 1/2097152d. per cwt. 1/8388608 lb. bags, 1/4194304d. per cwt. 1/16777216 lb. bags, 1/8388608d. per cwt. 1/33554432 lb. bags, 1/16777216d. per cwt. 1/67108864 lb. bags, 1/33554432d. per cwt. 1/134217728 lb. bags, 1/67108864d. per cwt. 1/268435456 lb. bags, 1/134217728d. per cwt. 1/536870912 lb. bags, 1/268435456d. per cwt. 1/1073741824 lb. bags, 1/536870912d. per cwt. 1/2147483648 lb. bags, 1/1073741824d. per cwt. 1/4294967296 lb. bags, 1/2147483648d. per cwt. 1/8589934592 lb. bags, 1/4294967296d. per cwt. 1/17179869184 lb. bags, 1/8589934592d. per cwt. 1/34359738368 lb. bags, 1/17179869184d. per cwt. 1/68719476736 lb. bags, 1/34359738368d. per cwt. 1/137438953472 lb. bags, 1/68719476736d. per cwt. 1/274877906944 lb. bags, 1/137438953472d. per cwt. 1/549755813888 lb. bags, 1/274877906944d. per cwt. 1/1099511627776 lb. bags, 1/549755813888d. per cwt. 1/2199023255552 lb. bags, 1/1099511627776d. per cwt. 1/4398046511104 lb. bags, 1/2199023255552d. per cwt. 1/8796093022208 lb. bags, 1/4398046511104d. per cwt. 1/17592186044416 lb. bags, 1/8796093022208d. per cwt. 1/35184372088832 lb. bags, 1/17592186044416d. per cwt. 1/70368744177664 lb. bags, 1/35184372088832d. per cwt. 1/140737488355328 lb. bags, 1/70368744177664d. per cwt. 1/281474976710656 lb. bags, 1/140737488355328d. per cwt. 1/562949953421312 lb. bags, 1/281474976710656d. per cwt. 1/1125899906842624 lb. bags, 1/562949953421312d. per cwt. 1/2251799813685248 lb. bags, 1/1125899906842624d. per cwt. 1/4503599627370496 lb. bags, 1/2251799813685248d. per cwt. 1/9007199254740992 lb. bags, 1/4503599627370496d. per cwt. 1/18014398509481984 lb. bags, 1/9007199254740992d. per cwt. 1/36028797018963968 lb. bags, 1/18014398509481984d. per cwt. 1/72057594037927936 lb. bags, 1/36028797018963968d. per cwt. 1/144115188075855872 lb. bags, 1/72057594037927936d. per cwt. 1/288230376151711744 lb. bags, 1/144115188075855872d. per cwt. 1/576460752303423488 lb. bags, 1/288230376151711744d. per cwt. 1/1152921504606846976 lb. bags, 1/576460752303423488d. per cwt. 1/2305843009213693952 lb. bags, 1/1152921504606846976d. per cwt. 1/4611686018427387904 lb. bags, 1/2305843009213693952d. per cwt. 1/9223372036854775808 lb. bags, 1/4611686018427387904d. per cwt. 1/18446744073709551616 lb. bags, 1/9223372036854775808d. per cwt. 1/36893488147419103232 lb. bags, 1/18446744073709551616d. per cwt. 1/73786976294838206464 lb. bags, 1/36893488147419103232d. per cwt. 1/147573952589676412928 lb. bags, 1/73786976294838206464d. per cwt. 1/295147905179352825856 lb. bags, 1/147573952589676412928d. per cwt. 1/590295810358705651712 lb. bags, 1/295147905179352825856d. per cwt. 1/1180591620717411303424 lb. bags, 1/590295810358705651712d. per cwt. 1/2361183241434822606848 lb. bags, 1/1180591620717411303424d. per cwt. 1/4722366482869645213696 lb. bags, 1/2361183241434822606848d. per cwt. 1/9444732965739290427392 lb. bags, 1/4722366482869645213696d. per cwt. 1/18889465931478580854784 lb. bags, 1/9444732965739290427392d. per cwt. 1/37778931862957161709568 lb. bags, 1/18889465931478580854784d. per cwt. 1/75557863725914323419136 lb. bags, 1/37778931862957161709568d. per cwt. 1/151115727451828646838272 lb. bags, 1/75557863725914323419136d. per cwt. 1/302231454903657293676544 lb. bags, 1/151115727451828646838272d. per cwt. 1/604462909807314587353088 lb. bags, 1/302231454903657293676544d. per cwt. 1/1208925819614629174706176 lb. bags, 1/604462909807314587353088d. per cwt. 1/2417851639229258349412352 lb. bags, 1/1208925819614629174706176d. per cwt. 1/4835703278458516698824704 lb. bags, 1/2417851639229258349412352d. per cwt. 1/9671406556917033397649408 lb. bags, 1/4835703278458516698824704d. per cwt. 1/19342813113834066795298816 lb. bags, 1/9671406556917033397649408d. per cwt. 1/38685626227668133590597632 lb. bags, 1/19342813113834066795298816d. per cwt. 1/77371252455336267181195264 lb. bags, 1/38685626227668133590597632d. per cwt. 1/154742504910672534362390528 lb. bags, 1/77371252455336267181195264d. per cwt. 1/309485009821345068724781056 lb. bags, 1/154742504910672534362390528d. per cwt. 1/618970019642690137449562112 lb. bags, 1/309485009821345068724781056d. per cwt. 1/1237940039285380274899124224 lb. bags, 1/618970019642690137449562112d. per cwt. 1/2475880078570760549798248448 lb. bags, 1/1237940039285380274899124224d. per cwt. 1/4951760157141521099596496896 lb. bags, 1/2475880078570760549798248448d. per cwt. 1/9903520314283042199192993792 lb. bags, 1/4951760157141521099596496896d. per cwt. 1/19807040628566084398385987584 lb. bags, 1/9903520314283042199192993792d. per cwt. 1/39614081257132168796771975168 lb. bags, 1/19807040628566084398385987584d. per cwt. 1/79228162514264337593543950336 lb. bags, 1/39614081257132168796771975168d. per cwt. 1/158456325028528675187087900672 lb. bags, 1/79228162514264337593543950336d. per cwt. 1/316912650057057350374175801344 lb. bags, 1/158456325028528675187087900672d. per cwt. 1/633825300114114700748351602688 lb. bags, 1/316912650057057350374175801344d. per cwt. 1/1267650600228229401496703205376 lb. bags, 1/633825300114114700748351602688d. per cwt. 1/2535301200456458802993406410752 lb. bags, 1/1267650600228229401496703205376d. per cwt. 1/5070602400912917605986812821504 lb. bags, 1/2535301200456458802993406410752d. per cwt. 1/10141204801825835211973625643008 lb. bags, 1/5070602400912917605986812821504d. per cwt. 1/20282409603651670423947251286016 lb. bags, 1/10141204801825835211973625643008d. per cwt. 1/40564819207303340847894502572032 lb. bags, 1/20282409603651670423947251286016d. per cwt. 1/81129638414606681695789005144064 lb. bags, 1/40564819207303340847894502572032d. per cwt. 1/162259276832213363391778010288128 lb. bags, 1/81129638414606681695789005144064d. per cwt. 1/324518553664426726783556020576256 lb. bags, 1/162259276832213363391778010288128d. per cwt. 1/649037107328853453567112041152512 lb. bags, 1/324518553664426726783556020576256d. per cwt. 1/1298074214657706907134224082305024 lb. bags, 1/649037107328853453567112041152512d. per cwt. 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